CLINTON BRIGGS ON HIS GREAT SUCCESS

Last Week's Meeting the Forerunner of a Still Better Session Next Summer-Alix and Robbie P on the Faurth-Paxton's String.

Clinton Briggs' harness racing meeting during the past week at Union Park was rightly named "The Blue Ribbon Races," for no other nearly so successful meeting has ever been held in either the Mississippi or Missouri valleys. With the exception of one day the weather was all that could be desired, and the only drawback was the light attendance of the first day. The meeting was full of sensational events and all sorts of records were broken. The starters numbered some of the fastest animals that ever looked through a bridle.

The fields of starters were plenty large enough, and every horse went out to do his best; in fact, it was one of those rare occurrences-an honest horse race in every

The fastest mile ever traveled by a horse in harness west of the Father of Waters was recorded by Flying Jib in 2:0514, and there were thirty-three heats trotted and paced in an average of 2:17 4-5, which is the fastest average made on any regulation association track. The fastest mile was made in 2:051/2, while the slowest time was

The attendance was not as large as such a meeting deserved, but Mr. Briggs is satisfied because of being successful in every other way, and finances did not cut much of a figure with him in his desire to give the people one good race meeting. He encountered all sorts of obstacles, and put up every purse out of his own pocket before he would let a race be started. This alone required an outlay of over \$5,000 besides the rent for the grounds, which was considerably higher than it should have been, for these races have made the track known all over the country, when it had heretofore remained unknown. Some of the correspondents across the river had the nerve to send out the statement that the races were Fondents across the river had the nerve to send out the statement that the races were gotten up by Council Bluffs people, when as a matter of fact all the money came from Omaha and three-fourths of the attendance was from this city and South Omaha. Still there is no reason why good, legitimate races should not be well patronized. Here are three cities adjoining each other with a population of about 215,000. In the three cities there are many lovers of good racing, but they have been "jobbed" by racing, but they have been "jobbed" by several hippodromes, and it takes something unusual to bring them out now. Mr. Briggs accomplished that much, and if he was to give another meeting within a week it would be liberally patronized.

Clinton Briggs was asked yesterday if he was going to hold another meeting. He said: "Not this season, but I hope that about this time next year I can hold the biggest, speediest and best harness meeting ever held in the west. Of course this depends on a good many things, among which is securing rates for the park. This time I put up a pretty good price, but hope that they will assist me next year. I have the promise that all the horses that have been here this meeting will come again next year if I hang up the purses. I believe that this meeting has satisfied the people, and if I get up another meet I will make it better than the one just ended, for I can get the pick of the grand circuit horses next year for early engagements."

Mr. Briggs was ably assisted in giving the meeting by W. P. McNair, Ed Dulbois, W. H. McIntyre, D. T. Mount, Harry Loper, E. P. Peck and H. R. Reed. All of these gentlemen are well known turfmen, and any meeting sanctioned by them has to be a legitimate one. Mr. McNair will start today for Helena and other points, where the northwestern circuit races are held. He will act as starter for that association. Colonel Harry Loper, who gave such good satisfaction in starting the Umon Park races, has gone to Dayton, O., where he will begin an engagement of starting horses on the eastern circuits. Colonel Loper has few equals as a starter of either harness or saddle races. He expects to come back this way in the fall.

The next event of importance in racing circles in this part of the country is the circles in this part of the country is the stake race between Ed Pyle's farpous stallon, Robby P, record of 2:12, and Alix, record 2:07%, on July 4. There will be several other events, but this will be the stellar attraction of them all and will undoubtedly draw a big crowd. Robby P has been stepping off some pretty fast miles, and he is as fine as silk. Alix is rapidly getting into trim, and Morris Jones, her owner, promises to make Pyle remember that he has been in a horse race when they go under the wire in the final heat. Alix will undoubtedly lower her record this year, and Jones promises to cut the trotting record down to equal the one made by Flying Jib in pacing. Flying Jib is in fine fettle this season, and he can go faster than 2:04, for he has been showing spurts of quarters at a 2:00 gait. But there is a little Nebraska horse that needs watching. He paced a heat at a 2:04 gait in a race on Friday, going to the half in 1:02% without any extra effort. His name in Online, and he looks like a coming record breaker. stake race between Ed Pyle's famous looks like a coming record breaker.

Dick Tilden, driver for Clinton Briggs, left last night for Minneapolls, where he has entered several of Briggs' horses for the races which begin the coming week, Dick says that his string is rapidly getting into fine condition, and he expects to bring home some of the big purses before the season is over, He has with him Kate Caffrey, 2:1814; Alamito, 2:19; Hurly Burly, 2:1814; Nellie Cobb, 2:23; Fairywood, no record, but can go at 2:18 or better, and Newsboy, 2:1324. Fairywood is one of the gamest little animals in the string, and she has been developing considerable speed of late. She is entered in the three-mile Derby race at Minneapolls, and Tilden says that she is liable to drag off a piece of the big purse on July 2. Alamito is the horse which Mr. Briggs named his breeding and stock farm after, and is considered one of the coming vantagers. Nearly all of these horses won after, and is considered one of the coming youngsters. Nearly all of these horses wor either first or second place in the events in which they were started at the Blue Ribbon

Now that there has been a revival of interest in harness racing it seems as if Omaha had enough moneyed men who loved such sport to club together and build one of the finest mile tracks in the country and make an ideal driving park for such first-class events. There are enough people here to give such an enterprise good support, and with the right kind of people at the head of it it would be a success from the beginning. Omaha has many fine trotters and pacers, and the Briggs and Paxton strings of horses are away above the average, even in the far eastern country. Then there are the strings at Denver, Kanssa City, Sioux City, Des Moines, Lincoln and other convenient points, which could be secured for very reasonable purses. With reduced rates on the railways good races would bring 20,000 visitors to the city during a week's meeting. Now that there has been a revival of

William Paxton, jr., reports that his great horses, Conqueror and Two Strikes, are getting into fine fettle, and he hopes to land ame more of the big purses on the eastern all southern circuits. These horses have visity improved since last season, being bigger and stronger in every way. They will make dangerous competitors in any of the events in which they may start this summer.

The great record made by Judge Hurt in the 2-year-old pacing rave is still the topic of general conversation among turfmen. Judge Hurt went the mile like an old veteran, and as soon as he gets a little bigger he will make a dangerous rival for some of the older stars. Directly, who won the race in the last two hears, is also a wonderful youngster, and he not only possesses speed, but great bottom, and seems tireless in a race. The record made by these colts is liable to stand for some time in this part of the country without being lowered.

The attempt of the owners of Rey el Banta Anita, Senator Grady and Domino to start the three Derby contestants for a stake of \$30,000, \$10,000 each, has fallen through at Chicago, Domino is very sore and will not be started in any of the fast events in the near future. It is acknowledged that Anita won the Derby on his merits and in record time, but those who backed Senator Grady and other horses so heavily to win are trying to find some excuse for their pets' defeat by an outsider who was selling at 40 to 1.

Trouble All Over at Cairo. SPRINGFIELD, Dt., June 30 .- Colonel Hugh Bayle, assistant adjutant general, who was sent to Cairo last night by Governor Aligeld, telegraphed this evening that an agreement had been arrived at that all train

would start as soon as the Illinois Central should make them up. This dispatch Governor Altgeld repeated to Vice President Harahan at Chicago, adding: "Now move your trains and wire me if there is further trouble." Mr. Harahan telegraphed in reply: 'Thanks, we are moving our trains.'

RAILROAD COMPANIES MAY BOYCOTT

Rumors in Several Quarters that the Masters Will Ald the Men. ST. LOUIS, June 30 .- It is stated 'bere semi-officially that the general superintendent of the Burlington system, located at Chicago, has informed the American Exit way union leaders that if the Pullman Car company does not consent to arbitration within twenty-four hours his road will cease to haul Pullman cars.

A report that the Mobile & Ohio has compromised with the strikers by deciding to no longer haul Pullman cars cannot be confirmed here. The officials here say such decision, if reached, would be announced from Mobile, the general headquarters of

Last night's Vandalia train brought in a Wagner car, this fact giving rise to numer-ous stories and theories, which were dissipated this morning by a statement by the road's officials that the car was a through car to St. Joseph, Mich., run during each summer season by agreement with the Pull-

All the passenger trains moved in and our of the Union depot tonight without any interference from the strikers. Late this afternoon the inspectors and car repairers in the Union depot yards, to the number of fifty, went on a strike. The strikers have appointed a press committee, with B. P. Campbell, formerly foreman of the Pullman company, as chalrman. Mr. Campbell said tonight that 3,500 men are out in St. Louis and East St. Louis. Of this number 2,500 were employed on this side of the river and 1,000 on the other. This, the railroad managers say, is in excess of the real number. The strikers are beginning to realize that to bring the strike quickly to an end it will be necessary to secure the full co-operation of the engineers and fire-men. They feel confident that by tomorrow evening the engineers and firemen will have joined them. They then look for a speed, settlement of the difficulty in their favor,

Railroads Importing Men. WASHINGTON, June 30 .- H. C. Bradsby migrant Inspector at Chicago, received the following dispatch from President Debs. which he has forwarded to Mr. Stump superintendent of immigration: "General Managers Egan and St. John have em-ployed some 2,000 men in Canada to take the places of the strikers on the various railroads leading out of Chicago. It is believed they will enter by the Grand Trunk

this evening." Superintendent Stump immediately tele graphed Inspector Bradsby to carefully inspect the laborers under contract and to notify the railroads they will be held responsible under the alien contract labor law. Other inspectors along the border were given similar instructions.

Strikers Trying the Courts.

DENVER, June 30.-The local railway union has decided to petition Judge Hallett in the United States court to cause the receivers of the Santa Fe road and their representatives to be prosecuted for inter-ference with the mails. Petitioners clairs that they requested the representatives of the receivers to be permitted to move trains afer cutting out Pullman cars, and that

their petition was flatly denied.

A telegram has been received from Debs. president of the American Railway union, ordering out the members of that organization employed on the Union Pacific road because of the discharge of two men for refusal to handle Pullman cars. The order supposed to refer to the Denver & Gul?

Omaha Road Tied Up at Sioux City. SIOUX CITY, June 30 .- The Omaha road s tightly tied up and all freight is re The passenger trains are running under protection of deputy sheriffs. The strikers declare that no Pullmans shall enter or leave the city. The roads are de-termined that there shall and a force of

armed deputies is patrolling the yards. To Take Strikers' Places.

CRESTON, Ia., June 30 .- (Special Tele gram to The Bee.)-About fifty enginemen left here tonight for Chicago to take the places of strikers.

For that tired feeling-Courtland beach. NOT IN VILLARD'S INTEREST.

cific Not His Representatives. NEW YORK, June 30 .- The following able was elicited by the publication of reports here that the German committees representing foreign holders of Northern Pacific bonds are working in the interests

of Henry Villard: BERLIN, June 29.—E. D. Adams, New York: Make the following statement on the Stock exchange: We represent exclu-sively our depositors and clients. Allega-tions that we are in any way Villard's representatives are absolutely false. You may publish the above.

representatives are absolutely false. You may publish the above. DR. REISER,
Chairman First Mortgage Committee.
M. NEUMANN,
Chairman Second Mortgage Committee.
E. SALMON,
Chairman Consolidated Mortgage Committee,
tee, Deutsche Bank.

The bondholders reorganization committee has sent the cable to Secretary Ely of the Stock exchange, together with a letter in which reference is made to the following statement, published in the circular of the committee of April 25 last: "Each of the undersigned declares that his service and in fluence with this committee and its work are absolutely independent of the old management and solely for the purpose of reor-ganizing the Northern Pacific property in the interest of the bondholders."

This statement was signed by every member of the committee. At the same time committee distributed among the bondholders a letter from the German committee representing the consolidated 5 per cent bends, that contained this paragraph Henry Villard has nothing to do either with the composition of the committee or with its management. He has in all respects retired from the affairs of the Northern Pacific and for several months back has been in the Orient. There is no intention to give Mr. Villard in the future any voice in the man gement of the Northern Pacific railroad The New York reorganization committee has been formed by the initiative and with the operation of the parties interested in Germany.'

TELEGRAPHIC BREVITIES.

Domestic.

The Columbia group of gold mines in colorado have been sold for \$5,000,000. Letters received from Paris indicate that enator Wolcott's health is improving. Judge Payne has granted Prendergast a

Sale of Logun's Oriole stud has been oncluded. In all 228 horses were sold for The Astoria Packing company's cannery, the largest on the Columbia, was burned yesterday.

The Atchison reorganization committee unces that the deposit of securities is about completed.
Cullom Bros., merchants at La Porte,
Ind., had a battle with burglars, and now
one of the burglars is dead;

James H. Burns, who recently resigned as county auditor at St. Paul has been ar-rested on the charge of receiving money on false pretenses. The third national irrigation convention has been called by the executive committee to meet in Denver on September 3. It will last for seven days.

Mrs. Merrill Baker of Rockford, Vt., yes-terday hanged her four children and then fled. Search is being made for her, but she has not yet been captured. Jake Kilrain intends to re-enter the ugilistic profession and announces as his irrst game Frank Slavin. Frank has ac-epted a challenge to fight Jake for \$1,000

Foreign. Santo still remains unrepentant and rarely speaks to any one unless the subject of anarchy is mentioned.

The Russian government has recently been experimenting with a projectile which passes through the heaviest armor unharmed. Mild and pleasant-Courtland beach.

INCLINED NOT TO OBEY DEBS

Local Members of American Railway Union Do Not Want to Strike.

PRESIDENT'S ORDER STILL OF NO EFFECT

Definite Action Will Probably Be Taker Tomorrow Night-Matter in Hands of Committee-Situation in Omaha Unchanged.

A special call for a meeting of lodge No. 12, American Railway union, to consider the strike situation, was issued at 3 o'cleck yesterday afternoon. Owing to the short notice only a small number of members of No. 12 answered the call and met in Knights of Labor hall last evening.

President Miller was in the chair. The actions of the local officers thus far

were endorsed. It was decided to appoint a committee of hree to confer with President Debs and all communications to and from Debs will hereafter pass through this committee.

The members of the American Railway union here will canvass the other labor organzations and endeavor to work up sympathy n the present strike and ascertain what the feeling of these orders are in regard to strikng for sympathy's sake. Those present seemed to feel that a strike here would be useless, at least that was the general feeling but they did not declare themselves boldly against a strike, as it was deemed best to feel around for a day or two and find out just how the land lay.

A telegram from Debs was read. It re-iterated his former request that the Omaha American Railway union go out on a strike, and promised that the strike would not be called off until every American Railway union man had been put back to work in his old place. This was encouraging, and some of those assembled were in favor of aking Debs at his word and going out at

After a long discussion it was decided to wait until Monday night, when a joint meet-ing of lodges 12 and 195 will be held at Gate City hall to discuss the question. It is expected that some decisive action will The extent of the boycott, while not being

The extent of the boycott, while not being felt in the passenger service of the roads entering Omaha, is seriously impairing the handling of freight. At noon yesterday the Northwestern issued an order declining to receive shipments for Northern Pacific territory on account of the complete tie-up on that road. It also declines to receive perishable freight in less than car load lots for the Union Stock yards. Chicago, and for the Union Stock yards, Chicago, and points east. They are taking, however, all car load shipments for the Union yards and points east, having received no advices as yet from the eastern lines as to disposition f freight.

The Milwaukee and Burlington on the other hand are not taking shipments from South Omaha consigned to the Union Stock yards for the reason that the switchmen in the yards refuse to handle freight of roads using Pullman cars on their passenger service.

No trouble is anticipated by the Missouri Pacific officials at this point, Superintenden Rathburn being so fully impre sed with that belief that he left for his home in Atchi-son yesterday, having accompanied the excursionists of the Commercial club on their recent trip over the Missouri Pacific. A careful canvass of the men on the Missouri Pacific at this point shows that but three of them are members of the American Railway bnion, who, if they went out, would not in any wise cripple the service, and these men say it would be the height of uselessness to walk out unless the engineers, firemen and trainmen went with

Everything is arriving and leaving on time on the Union Pacific. While the officials at headquarters are aware that President Debs sent a general order to all union on the Union Pacific to join in the boycott up to noon none of the men had complied with the order of the president. At Chey-enne, Laramie and Green River meetings were held Friday by the local members of the American Railway union at those points, but at headquarters it was given out that a decided difference of opinion cropped out among the leaders as to whether the time was ripe for the western employes of the Union Pacific to join ac-tively in the boycott. In consideration of this uncertainty among the men them-selves, passenger and freight service on the "Overland" is moving along very peace-fully. At Salt Lake and Ogden trains left on time yesterday, and Superintendent Molloy telegraphed from Cheyenne that his entirely peaceful, all trains moving with full equipment. Superintendent Brinkerhoff of the Kansas division also reports a peaceful condition of affairs with him. General Manager Burt of the Elkhorn

tated that the Northwestern would be one road to adhere rigidly to a principle. That while it avoided a fight wherever possible the present condition warranted the Northwestern in staying in until the boycott was

JUDGE DUNDY'S DECLARATION. He Will Use the Law on Strikers on the

Union Pacific.

If Eugene V. Debs attempts to enforce strike on the Union Pacific lines in Nebraska, or in the United States district under control of Judge Dundy, he is liable to run agsinst a judicial snag which will land him and all the American Railway union men who strike in jail, as the judge emphatically declared yesterday that even the refusal to handle Pullman cars by the employes of this road would bring them in contempt of court and they would be dealt with accord-

Judge Dundy was shown the letter published in The Bee Friday from Judge Caldwell and he said: "I believe that Judge Caldwell will do just what he says he will, and I have made up my mind to the effect that in case the men go on a strike on the Union Pacific lines in my jurisdiction I will deal with them promptly and effectively if they attempt to interfere with any of the trains or cars. I understand that this is also the position taken by Judge Sanborn, as well as Judge Caldwell, but I will not wait for them to act. I will pro-tect the Union Pacific with all the law at my command if necessary, and see that the orders to the receivers of the road are faithfully carried out. No men can remain in the employ of the Union Pacific in this state and refuse to handle any cars that may be turned over to them. There are some laws controlling the Union Pacific which are much more stringent than those given the receivers of any other road. The orders make it unlawful for the employes to refuse to handle any cars and if they should refuse these men would be dealt with accordingly, and the laws will be enforced by this court, Debs or no Debs, and any violation of the laws will be followed by severe penalties.

"Any employe has a right to quit the service of the road any time he wants to, but his place will be filled with other men immediately, and he will not interfere with the rules or business of the company except at his peril. The men who wish to continue the employ of this road must discharge their duties regardless of outside interfer ence, or they will be discharged from the service. The agitator will receive little encouragement to start a strike on roads in the hands of government receivers."

Men in Control at Sloux City. SIOUX CITY, Ia., June 30.-An attempt was made by 100 strikers to board an Illinois Central train carrying Pullmans last night, but the men were driven back by a force of forty deputy sheriffs and policer and the train went out with the cars on time. Union men declare that no Pullmans will go in or out of this city today. The rail-roads are determined that they shall, and a force of deputies are patrolling the yards to protect nonunion switchmen

Situation at St. Paul. ST. PAUL, June 30 .- The situation was omewhat mixed today. The Omaha and Burlington trains came in from Chicago and started from the city with the usual comple-ment of sleeping cars. The Wisconsin Cen-tral and Minneapolis & St. Louis came in on time, but as yet it is impossible to get engineers for the outgoing trains. The Great

Western train for Chicago left twenty-five minutes late, but the incoming train was indefinitely late, and its exact location was not known. Trains came in on the Northern Pacific, but the regular morning train went out after twenty-seven minutes delay. A vigorous attempt was made to get the engineer to go out, but he refused, and the train left here at 9:27. Nothing was heard as to its arrival at Muneapolis.

AS TO THE UNION PACIFIC.

Chevenne Employes of the Overland Will

Settle the Strike Subject Today. CHEYENNE, June 30 .- (Special Telegram to The Bee.) - The strike committee appointed by the American Railway union at the meeting last night has called a mass meeting of Union Pacific employes in every department in this city at 3 o'clock tomorrow afternoon for the purpose of discussing the Pullman boycott. It is the desire of the local union to have all classes of employes co-operate with them in case a strike is ordered on the Union Pacific system. The committee refused to state whether or not any further instructions had been received from Chicago, but the cflling of the meeting tomorrow afternoon is an indication that they anticipate some decisive action at an early

OGDEN, U. T., June 20 .- The Union Pamen are out tonight. The flyer went east, but two Pullmans from Salt Lake were left in the yard. The yardmaster switched the train to the depot track. The Utah & Northern 8 o'c'ock train pulled out at 9 20 carrying Pullmans. No through Rio Grante Western trains left during the day. The strike tonight ties up the Union Pacific. The Southern Pacific situation is un-

hanged. Not a wheel is moving on the attre division. A rousing meeting of the American Railway union tonight called upon all labor organizations to join them and sink or swim together. The strikers refuse to go back till the matter is adjusted with Pullman or the railroad annuls Pullman contracts. All roads will be tied

EVANSTON, Wyo., June 30 .- At 6:15 this evening the Evanston lodge of the American Railway union received word from Debe ordering the strike and an hour afterward a general strike was ordered. The westbound passenger due here at 10:20 and the eastound passenger due at 10:50 are tied up. The engineer and crew offered to pull the mail, but not the balance of the train, and were notified by the foreman that they the whole train. Sympathy is generally with the strikers and a bitter fight is looked

BUTTE, Mont., June 30.—The Utah & Northern, branch of the Union Pacific road, and the Montana Union roads are closed tonight by the strike. The northbound trais was held at Silver Bow because it had Pullman sleepers attached.

MAIL SERVICE IMPROVING.

Assistant Postmaster General Jones Outlines the Department Policy.

WASHINGTON, June 30 .- Despite the developments of the Pullman strike today. the Postoffice department considers the condition of the mail service very much improved. The postal situation in California emains unchanged. At St. Paul the situation is reported improved. The Great Northern carries no Pullman cars, but uses its own sleepers, and the Northern Pacific is sending out trains again, though there are some trains blocked at Billings and Livingston, Mont., and Hope, Idaho. Reports of the delays in Montana and Idaho were forwarded today to the attorney general, who will instruct the United States marshal in the territory involved to take action. The following petition was re-ceived at the department this afternoon:

Postmaster General Bissell: The fruit shippers of Placer county, California, respect-fully ask that immediate action be taken for the transmission of our mail." Acting Postmaster General Jones this afternoon briefly outlined the policy of the department, saying: "Under the decisions of the courts and the opinion of the attorney general on the Great Northern strike, upon which the settlement of that strike was made, every effort is being made by the Postoffice department to secure the prompt novement of the mail trains and the im-mediate transportation of the mails. The Postoffice department and the Department of Justice are working hard, promptly and with all their power to this end."

GETTING WORSE AT KANSAS CITY. switchmen Leaving the Brotherhood for

the A. R. U. Camp. KANSAS CITY, June 30 .- The strike situaion here is growing worse for the railroads. The Santa Fe this afternoon has 1,200 cars n the Argentine yards, 800 of them loaded. The switchmen are deserting their own organization in large numbers and joining the American Railway union. All of the switch-men in Argentine are now said to be American Railway union men and the organization considered strong enough here on all roads to effect a tie-up. The switchmen have received an order from the American Railway union to strike tomorrow on all roads this city. It is believed they will do so generally.

The Santa Fe discharged all of its employes, numbering about 400 men, at Argentine today. The company has brought Non firemen from St. Louis and it is hiring all the men it can get to act as switchmen and will attempt to resume traffic omorrow or Monday with new men. the switching on the Santa Fe is being done by officers and cierks of the road. No through trains from the west on the Santa Fe have arrived here since Tuesday. The Mexico train on the Santa Fe due to leave here at noon today has been abandoned.

Chicago & Great Western Blockaded DES MOINES, June 30 .- The Chicago Great Western is tied up here, and not a train is moving. The Rock Island will be tied up at midnight. Grand Master Workman Sovereign tonight received a message from Debs in which it was stated the real crisis has not been reached, and asked Sovereign if he would stand by the Railway union. Sovereign replied he would, and sent telegrams to the freight handlers in Minneap-olis, St. Paul, Spokane, San Francisco, Port-land, Boston, Baltimore, New Orleans and other points, and all stevedores to hold themselves in readiness to go out at a moment's notice. Sovereign also sent orders to 30,000 Chicago packers and others to go out. Sovereign is in high spirits over the success of the movement. The Chicago Great Western has discharged thirty men for refusing to take out trains, and also has made an appeal for police protection.

Northern Pacific Asks for Protection. HELENA, Mont., June 30 .- The first move n the federal court in connection with the Northern Pacific tie-up was made today when the attorneys of the road applied to the federal court for an order directing the marshal to protect the property of the company in the state and to employ a sufficient numin the state and to employ a sufficient number of deputies to carry out the order. It was granted. The application recited that the employes had quit the service of the company and refused to move trains, and, notwithstanding they had left the company's service, they still had possession of a large amount of property belonging to the railroad. The application for the order is believed to be preparatory to a move on the lieved to be preparatory to a move on the part of the road to start trains in this state.

Statement From Chief Sargent. TERRE HAUTE, Ind., June 30 .- Chief Sargent of the Locomotive Firemen authorized the following official statement:

"The local firemen, as an organization, can take no part in this boycott, as its laws to not permit it, and I have no authority, its chief executive, to order a sympathetic strike. In fact, I cannot order a strike at all, and can only give approval to one after the order has voted a strike. We desire it understood that we shall in no way antagon-ize the American Railway union in its pres-Mechanic Brice was engineer, Trainmaster Ectsford fireman and General Freight Agent Stohr brakeman. No other passenger trein ent struggle, and have so advised the offi-cers of the organization." and no freights are moving on the Great

Think the Engineers Will Join PUEBLO, June 30 .- The American Railway

union members are standing in front of Trades Assembly hall, where the engineers and firemen are meeting to decide whether they shall join in the strike. The strikers appear very confident. Five passenger trains are standing dead at the union depot. Only one passenger train has gone out today, a Denver & Rio Grande, which left for the north at 6:40 a. m.

For that tired feeling-Courtland beach.

(Continued from First Page.)

pany are engaging in their desperate strug-

gle for supremacy thousands of fruit growers and scores of commission men and canners stand helplessly by and hope for a speedy settlement of the trouble. Every hour that the struggle is prolonged places the perishable product of a vast section of country in greater jeopardy. If the strike shall be prolonged many days fruit products to the value of hundreds of thousands of dollars will rot ir the hands of the growers and commission men. Under a hot sun, peaches, apricots, cherries, berries and many other varieties are ripening rapidly. The crop must be moved at once or become a total oss. Fruit has become too ripe for shipment and must be thrown away. Even the canneries cannot be reached by many growers. It is estimated that 200 car loads of fruit are perishing between California points on the Missouri river, but this loss will be very small as compared with the loss in the orchards. The San Francisco fruit market was glutted today and there was a general tumble in prices. All the steamers from Sacramento river points and around the bay came in loaded. Every who could reach the tide water rushed his fruit to the city, lest it should the his last and only market. Much of the fruit has been under a hot sun on river beds and had become very soft. The city market, too, is limited. Most of the big canneries are at interior points, dependent altogether upon the railroads.

OAKLAND, Cal., June 30 .- 7 p. m .- The strike is broken, at least temporarily. Trains with Pullmans attached are going out on time without disturbance. At 5:30 a local train with the Yosemite sleeper pulled out, and a few mirutes later the Los Angeles express followed. This train was composed of two mail cars, four passenger cars and a diner and four sleepers. On board were two United States deputy marshals, who will go as far as Mendota, where the jurisdiction of the Northern district of California ends. At Mendota deputies from the southern district will take charge. There were quite a number of passengers on board, though none of the cars were well filled. The overland express, via Ogden, will not go out tonight, but the Oregon train will

Master Mechanic McKenzie of the Southern Peaific stated tonight that the Pacific coast head of the Brotherhood of Locomotive Firemen had received a dispatch from Grand Chief Sargent, telling him that unless firemen employed by the Southern Pacific company returned to work immediately that they would be expelled from the order. Mr. Sargent further stated that the fire-men had no interest in the fight against Puliman and had no business to strike The Oakland lodge of the Brotherhood of Locomotive Engineers decided today, after

protracted session, that they will not par-icipate in the strike. Furthermore, they decided that they would work with non-union firemen, but not with any renegade union man who takes the place of a striker. This action will hurt the American Railway union, as they have depended upon the engineers to assist them. LOS ANGELES, Cal., June 30 .- This after-

noon's train, made up of an engine, mail car and day coach, pulled out on the Santa Fe without obstruction. The train had a nonunion engineer, fireman and conductor. The passenger coach contained no passengers other than twelve deputy marshals, It is stated that their destination is Barstow, and that they will bring down from Barstow all the cars they can haul and also all pas-sengers who are stalled there. United States Judge Ross has prepared an opinion in which he contends that the employes of the Santa Fe are violating the law in refusing to handle rains on which the United States mails should be carried so long as they consider themselves employes of the road. He therefore intends issuing an order compelling the men to perform all their regular and accustomed duties so long as they remain in the employ of the Santa Fe company.

ALL TIED UP AT ST. LOUIS.

Mountain and Missouri Pacific Have All Joined the Strike. ST. LOUIS, June 30 .- At a meeting which idjourned after midnight the employes of the Iron Mountain road in this city decided to strike immediately, and as a consequence everything on that line in St. Louis is tied up. A joint meeting of the St. Louis Terminal employes and Missouri Pacific trainmen was held and when the former voted not to handle Pullman cars the Missouri Pacific men also decided to strike.

American Railway Union Director George Kern has been arrested on complaint of

General Manager Ramsey of the Terminal association upon the charge of disturbing the peace. This is thought to presage graver charge.

The strike is now on here in all its force

and traffic is rapidly coming to a standstill. As a result of a conference held last night and orders from headquarters the switch-men on both sides of the river refused this morning to handle any cars whatsoever. and freight movement immediately stopped. Passenger traffic, however, moved as usual, all trains leaving on time. Not from any assistance of the striking American Railway union men, however, but because the Terminal Raillway association's yardmasters and assistants, who have never been allowed to join any labor union, formed a sufficient force to make up the passenger trains completely and promptly and to start them on schedule time.

The strikers at this point now number in the neighborhood of 2,000 men. These include the switchmen of the Terminal association, 200 in number, and also those in all the individual railroad yards, between 1,500 and 1,800 in number.

As the strike became general the idle men began to gather in knots in the vari-ous yards and discussed the situation. American Railway Union Director George P. Kern passed among them, and in doing so came in contact with General Manager Ram ey of the Terminal association. few words passed between them, ending Kern shaking his fist in Ramsey's face. whereupon he was arrested on Ramsey'

complaint upon the charge of disturbing the peace. No other incident of this character marked the morning. Elesewhere all was quet, too quiet to suit the railroad. The making of the strike general has not only stopped freight traffic upon the roads which use Pullmans, but also on those which use the Wagners. Just why this has been done is not known, but it is presumed to be the result of acts by the latter roads at other points than St. Louis which the American Railway union deems hostile to its inter-

souri Pacific and Iron Mountain roads was emphasized today by the turning in of three regular road engines by their crews with a refusal to handle Pullman cars. According to the policy of the Gould line managers these men were discharged. The American Railway union managers here im-mediately placed the facts in possession of President Debs at Chicago.

Officials Take Out the Train. DUBUQUE, June 30 .- (Special Telegram to The Bee.)-The Chicago, Milwaukee & St. Paul shopmen who struck last night after 250 (half their number) had been laid off picketed the yards today, but no trouble oc-curred. The Chicago Great Western mail train, abandoned at midnight, left for Paul at 9 o'clock this morning. M Master

Monon Strikers Enjoined. INDIANAPOLIS, June 30 .- Judge Woods of the United States federal court late this afternoon issued a restraining order against the American Railway union, Eugene V. Debs, its president, and other officers. The order was prayed for by the attorney of the Monon road. The petition requires an answer from Alexander Shields, the president of the local lodge, American Rallway

union, at Hammond, to show the court what

part the American Rallway union has in the alleged Pullman strike, it further prays that the officers of the American Railway union and their conspirators be restrained from in any wise interfering with any mail trains of the plaintiff in their movement from Hammond and elsewhere in the state of Indians. The petition also prays that American Railway union members be restrained from entering upon any passenger train except as passengers, and uncoupling cars. The order asked was granted, Judge Woods remarking: "It is in line with the action taken by Judge Baker in the coal

ROCK ISLAND AND STOUR YARDS JOIN. More Men Out in Chicago Than on Any

Day Yet. CHICAGO, June 30 .- The tie-up of the Rock Island road is almost complete at the Chleago end today. The switchmen, switchtenders and tower men went out almost to a they obeyed the order. The roads notified man, over 400 stopping work at 7 a. m. The men were not expected to go out until noon and their unexpected action left the road in bad shape. One of the switchmen at Englewood threw his switch and locked it, leaving the yards just before the heavy Omaha train arrived. The train was brought to a standstill in time to avoid a wreck and after a delay the switches were set and the train pulled into the depot, carrying its Pullmans. The suburban service suffered severely. Switches at many places were spiked and several trains were stopped and erious trouble narrowly averted in the suburbs. Crowds of strikers swarmed through the yards, uncoupling cars as fast as they were attached to the engines, and interfering with the work in many ways. Two of the 'dummy' trains were detained for five or six hours and the officials of the road were compelled to man the switches and trains. At several points in the yards police were called in to maintain order. General Superintendent Duniap, after a tour of the yards, admitted that the situation was serious. "We expect," Mr. Duniap said, "to have trains running smoothly in a short time. We will put new men in the places of the strikers at once and believe that many of our men will go back to work shortly."

All the trainmen at the Union stock yards have struck in obedience to Debs' order. The number of the strikers is only 300, but no cars can be switched in or out of the yards. The Union Stock Yards Switching association succeeded in manning one engine today and began an attempt to handle packing house products for railroads running into the yards which do not use Pullman cars— the Michigan Central and the Lake Shore. The Rock Island announced that it would be unable to accept shipments. The Chicago, Burlington & Quincy will accept shipments next week. The Chicago & Northwestern did not deliver any stock to consignees this morning. No mobs were to be seen in packingtown this morning. On the contrary onsidering the serious state of affairs, matters seemed ominously quiet.

Employes of the Fort Wayne railroad began quitting work in the suburban district today. It was impossible to run trains, and the engines were run into the round house at Fifty-fifth street. One or two trains were manned by officers of the road and kept in service, but traffic was practically sus-

The Chicago & Northwestern reports today that its passenger service is moving without interruption. The company is, it is said, gaining ground every hour in the handling of freight. In the car department out of total force of 873 men 634 are at work. leaving 229 men short in that department. In the motive power department out of a otal of 603 men 317 failed to report for duty.

GENERAL MANAGER'S STORY. Acknowledged that the Strike is Wide-

spread and Serious. CHICAGO, June 30 .- The General Manazers association in session today issued the following statement regarding the strike: "There is no attempt made to deny the

strike is widespread and serious. This

embarrasses the freight traffic of the west.

It sthe greatest strike in extent since

the troubles of 1877-78. We have no intention of entering into a compromise with the strikers on any basis whatever. The railroad companies fail to see the justice of the American Railway union fighting Mr. Pullman over the heads of the railroad mpanies, who have no control over Mr. Pullman's movements or his manufacturing business. The men now on strike are con their positions and who are work. Any men who desire employment under the railroad companies center-ing in Chicago, and who are com-petent, will be furnished positions and will be afforded all the protection that lies in the power of the companies, police of the city of Chicago, sheriff of Cook county, and the state of Illinois. Men are now being hired in the cast and brought to Chicago to take the places of men who will not work. It has been charged by the American Railway union that the General Managers association is importing men from Canada. This statement is absolutely false The railroad companies do not propose to employ any men to take the places of the men now on strike, unless such men are American citizens, and wherever we can find a man who wants to work to take the place of a man who will not work, whether the substitute comes from New York or California, we propose to give him a job and

see that he is protected."

There was a big crowd today at the United States marshal's office, men who wanted po-sitions as deputies. Marshal Arnold said he could procure thousands of good men with out any delay. The men were mainly work-men out of employment. The government does not furnish the deputies with arms of any kind, nothing but a commission and a star, but each applicant is required to have

a revolver of his own. United States Marshal Arnold received a reply this afternoon from Attorney General Olney to the telegram sent by the marshal in the morning. Mr. Olney instructed the marshal to grant the request of the Railway Managers association for deputies to protect the mail trains. The attorney general's reply was: "You are authorized to employ sufficient deputies to prevent the obstruction of the mails and to arrest all persons who may attempt such obstructi "OLNEY, Attorney General."

STRIKE SPREADING AT DENVER.

Every Road Except the Burlington and Union Pacific Having Trouble. DENVER, June 30 .- The railroad strike is

spreading rapidly in Colorado. The Colorado Midland, a branch of the Santa Fe, and the Gulf road are completely tied up tonight and the Denver & Rio Grande is seriously crippled. The Santa Fe sent out its California train via the Colorado Midland, but it got no further than Colorado City, where all classes of employes except conductors and engineers struck this afternoon. wheel is turning on the Midland. Superintendent Egan brought the Gulf road's train from Texas as far as Pueblo by firing him-self. The train crew received a dispatch at Cucharas warning them never to enter Trinidad again. The Fort Worth express out Denver last night got only as far as Cucharas. The Gulf road's switchmen, firemen and shopmen at Pueblo struck this afternoon paralyzing traffic. The receiver has sent out notice that the road will receive no perishable freight. On application of Receiver Trumbuil, Judge Hallett issued a restraining order exactly similar to the one issued for the Santa Fe. United States Marshal Israel sent 200 deputies to Trinidad to serve and enforce the order of the court.

Denver & Rio Grande succeeded today getting trains through Pueblo and Salida where the employes have struck, colored porters, who had been denied membership in the American Railway union, coupling on the Pullman cars, but at Grand Junction all the Denver & Rio Grande's broad guage and narrow guage trains are stalled. The Santa Fe managed to send one train east from La Junta today and one north from Pueblo. The Rock Island excursion train with a party of republican leaguers bound for Rockvale, could not proceed beyond Pueblo, and the excursionists returned to Denver on the Rio Grande. So far the Union Pacific and the Burlington have had trouble,

Information was received tonight by Rio Grande officials that the men at Grand Junction had reconsidered their action today. The result is that the labor differences on the three roads entering there have been settled to the satisfaction of both sides to the controversy, and trains will hereafter

run as usual. The Rio Grande road succeeded in sending all trains through today with slight delays at Salda and Pueblo.

TARING ON NEW MEN.

Cincinnati Roads Find Plenty of Applicants for Strikers' Places. CINCINNATI, June 30. - The railroads were paying off the strikers here today and hirther new men. But only passenger trains were moving. At the stock yards the yardmaster was running the only switch engine and with new switchmen was unable to relieve suffering live stock. No live stock or any freight was received. The men in the Cincinnati Southern shops at Ludlow, Ky., in the Louisville & Nashville, Chesapeake & Ohlo and Kentucky Central shops at Covington, Ky., were all ordered out by F. W. Phelan, representing President Debs. them to come to the shood this afternoon and get their pay. One man attempted to

The managers of all roads here met at noon and reported many more applications than needed to fill all places. They decided to proceed with new men. The strikers have called meetings for tonight. Meantime strikers attacked the new men in the Ludlow yards with stones and other wespons. Jefferson Mayfield and Walter Marshall, new men, were badly hurt. May-field's condition is serious. The strikers also charged on new men in the Cincinnati, Hamilton & Dayton yards. Sheriff Bennett arrested their leader, James A. Holland, when the crowd attempted to re-lease the prisoner. If F.W. Phelan, President Debs' representative, had not rushed in and called the mob off there would have been a bloody collision.

uncouple a train, and was fired upon by a United States marshal, but was not hit.

The strikers attacked new switchmen in the Big Four yards. The nonunion men were badly beaten up. The engineers and firemen then took their locomotives to the round house, stopping everything. The engines of freight along the Louisville & Nashville are coming in light, the trains being left on sidings. Cincinnati trains on all roads went out

with Pullmans as usual tonight. Judge Taft of the United States circuit court granted a temporary order restraining the officers and men of the Big Four, the Cincinnati, Hamilton & Dayton, the Balti-more & Ohio Southwestern railways from refusing to carry cars of freight or pas-sengers delivered to them by the Cincinnati, New Orleans & Texas Pacific. The tem-porary injunction hold to July 7, when the application will be heard. One hundred Winehesters with a supply of ammunition were put in the hands of United States marshals at Ludlow tonight.

Firemen Will Not Join It INDIANAPOLIS, June 30 .- Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen, who arrived here today, said the firemen will not join the strike. "The laws of our organization prohibit us as an organization from taking any part in this struggle against the Pullman company by the American Railway union, and we shall not be drawn into it," said Mr. Sargent.

All Trains Tied Up at Dubuque. DUBUQUE, June 30 .- The Chicago Great Western is tied up tight at this point, and no trains have passed since 3 o'clock this morning. The men are qu'et and orderly. The strike was inaugurated yesterday afternoon by telegraph operators and trainmen on the Chicago Great Western quitting as soon as train No. 4, bound east, had cleared.

Boycott Notes. There is no trouble with strikers at In-

lianapolis. The Chesapeake & Ohio yesterday dropped its Pullmans out of St. Louis. No effort was made at Bloomington, Ill., to interfere with Alton trains.

Southern Pacific officials have asked that state troops be sent to Oakland. Not a dollar's worth of coal can be had in Pueblo on account of the strike. Advices from Fort Worth state the boy-cott is not yet effective at that point,

The men on the Fergus Falls division of the Northern Pacific struck vesterday. No Rio Grande or Colorado Midland tranis arrived at or left Leadville yesterday. It is rumored at Philadelphia that a strike vill be tried on the Pennsylvania road. The Columbus, Hocking Valley & Toledo

The Northern Pacific announces it will move through trains out of Portland today. The Northern and Southern Pacific roads perated local trains out of Portland yester-John McCabe has been arrested for ston-

ing trainmen in the Big Four yards at Cin-

freight men joined the strike yesterday.

cinnati. Officers of the American Railway union at Albuquerque have been arrested for con-The Baltimore & Ohio claims to have may applications from men who want to take the

strikers' places.

Only one train on the Alton, which went through without stopping, has been able to pass Lincoln, Ill. Employes of the Brooklyn Street railway threaten to strike because that company uses Pullman built cars.

Only three office men on the Rock Island are working at La Salle, Ill. The Burlington is not affected at hat point. Great Northern switc...men refused to throw switches at St. Paul for the Burlington train, and this ties up the "Q." At Cairo the American Railway union set-

tled its difference with the Mobile & Ohlo and Big Four and trains were allowed to proceed. The Northern Pacific got a train over the eastern division yesterday. The division superintendent ran the engine and the road-

master fired. Minneapolis & St. Louis and Burlington, Cedar Rapids & Northern switchmen at Al-bert Lea, Minn., have struck, and trains cannot get past that point.

The Federation of Labor at Chicago has replied to Debs that they cannot call out the men of that organization, but will not allow any of their men to take the place o

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